CAUTION
CHANGES in BUOYAGE
Mariners are advised that conversion aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Buoyage System, Region B. Significant changes are: black cylindrical buoys will replace white and red can buoys; red and white horizontally striped buoys will replace red and white vertically striped buoys; red conical buoys will replace white and red or green and white conical buoys; and lighted buoys will be distinguished in the Defense Mapping Agency Publication "Light Lists" by the word "Flashing". Consult weekly Notice to Mariners and the U.S. Coast Guard Light List for changes.

NOAA nautical charts are constructed to exacting standards and are designed to promote safe navigation. Since our waterways are subject to continual change, the National Ocean Service encourages chart users to submit corrections or comments for the improvement of this product to the Director, Charting and Geodetic Services (N/CG22), National Ocean Service, NOAA, Rockville, Maryland 20852. By working together, we can make our charts better and more enjoyable.

Thomas J. Maginnis
Assistant Administrator for Ocean Services
and Coastal Zone Management

SOUNDINGS IN FEET

Kennedy, LS 114, 1st Ed. March 1945

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.
Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

RACING BUOYS

Racing buoys within the limits of this chart are not on an inspection interval and may be obtained from the U.S. Coast Guard District Offices as racing and other privately maintained buoys are not charted in the U.S. Coast Guard Light List.

FEET
METERS
STATUTE MILES
LATITUDE
LONGITUDE

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots

CAUTION
Only marine radiobeacons have been established for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists, and Defense Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus
(Accurate location) (Approximate location)

Pump-out facilities

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected by an average of 0.173" northward and 1.166" eastward to agree with this chart.

Traffic Control calling-in point with number; arrow indicates direction of vessel movement.

NOTE C

SEAWAY NOTES

The improved channels and canals in the deep waterway between the Port of Montreal and Lake Erie are designed for a controlling water depth of 27 feet.
The loaded draft and speed of vessels in any part of the deep waterway shall be controlled by the Master according to the vessel's individual characteristics, and its tendency to list or squat, so as not to strike bottom.
In the Seaway canals the maximum permitted draft will be currently prescribed by the St. Lawrence Seaway Development Corporation and the St. Lawrence Seaway Authority.
For the St. Lawrence Seaway Regulations and Circulars, special equipment, radio frequencies used in Traffic Control and related information, refer to THE SEAWAY HANDBOOK.

ONTARIO

GRENADIER ISLAND

OAK ISLAND

CEDAR ISLANDS

Butternut Bay
Jones
Browns Bay
Elliott Point
Elliott Shoal
Thwartwood Island
Thwartwood Islands Pyrawls
Thousand Islands Parkway
Malloytown Landing
Johnny Buck Rock
Chester Island
Bridge Island
Buell's Point
Twin Islands
Hollow I
Hollow Shoal
Chaumont Island
Upper Ice I Shoals
Ice Island
Lower Ice I Shoals
Griswold Island
Griswold Shoals
Broadhall Island
Squaw Island Park
Marsh Island
Little Corn Islands
Corn I
Corn Island Shoals
Adelaide Island
Robert Island
Pearl Island
Pearl I Shoal
Dark Island Shoal
Indian Chart Shoal
Four Fathom Shoal
Middle Island
Ingall Island
Nobleboro Island
Nobleboro Shoals
Rotterry Island
Big Island
Middle Island
Phippen Island
Phippen Point
Chippewa Point
Little Chippewa Pt
Chippewa Creek
Chippewa Bay
Shorehead Point
Cedar Island Shoal
Mr Phaill Shoal
Pine Tree Island
Pine Tree I
Pine Tree Shoal
Resident Island
Little Hammond Point
Willy Island
Hammond Point
Macaseeta Island
Iron Islander
Garden Island
Allens Point
Huckleberry Island
Rich Rex Island
Redpole Island
Brush Island
Atlantic Island
Knight Island
Dewey Point
Grenadier Island
Grenadier Island Shoal
Grenadier Island Point
Grenadier Island Ferry
Grenadier Island Range
Range Island
Raleigh Island
Gibson Island
Gibson Island Shoal
Gibson Island Point
Gibson Island Range
Gibson Island Ferry
Gibson Island Shoals